RESOURCE MANAGEMENT

Inside Passage Draft Strategic Plan

Province of British Columbia
Ministry of Forests

EC
F.
D.I 4685
1980
c.3

INSIDE PASSAGE STRATEGIC PLAN

A Draft for Public Review

Prince Rupert Forest Region
Vancouver Forest Region
Ministry of Forests
August, 1989

Province of
British Columbia

OFFICE OF THE
MINISTER

Ministry of
Forests

Parliament Buildings
Victoria
British Columbia
V8V 1X4

89-06179/

TO THE READER: AN INVITATION TO COMMENT

This Draft Strategic Plan is an important step towards confirming the direction that resource management will take in B.C.'s Inside Passage. It constitutes one part of a multi-phase planning process for the area. This planning is being conducted by the Ministry of Forests in close consultation with the Ministry of Municipal Affairs, Recreation and Culture, B.C. Parks, and the Ministry of Tourism and Provincial Secretary.

Contact with resource users, interest groups and the general public is also an important aspect of Inside Passage planning. As part of the process, resource users and members of the public are encouraged to review this draft strategic plan and provide comments. All written comments received will be responded to by the B.C. Forest Service.

To ensure that public comments receive full consideration during the development of the Strategic Plan, they should be forwarded to one of the following addresses no later than September 30, 1989.

Regional Planning Officer
Ministry of Forests
Bag 5000
Smithers, B.C.
V0J 2N0

Telephone: 847-7500

Regional Planning Officer
Ministry of Forests
4595 Canada Way
Burnaby, B.C.
V5G 4L9

Telephone: 660-7600

Sincerely,

Dave Parker
Minister

Enclosure

TABLE OF CONTENTS

INSIDE PASSAGE STRATEGIC PLAN

		Page
1.0	BACKGROUND	1
	1.1 The Study Area	1
	1.2 Key Issues	3
	1.3 Planning Objectives and Process	4
	1.3.1 Strategic Planning	5
	1.3.2 Local Resource Use Planning	6
	1.3.3 Public and Interagency Involvement	6
2.0	RESOURCE VALUES	8
	2.1 Recreation and Tourism	8
	2.2 Timber	9
	2.3 Fisheries	10
	2.4 Wildlife	10
	2.5 Heritage Resources	10
	2.6 Aquaculture and Other Commercial Foreshore Developments	11
	2.7 Industrial Transportation	11
	2.8 Minerals	11
3.0	THE STRATEGIC PLAN	12
	3.1 Marine Park System Proposal	17
	3.2 Recreation Corridor Proposal	21
	3.3 Local Resource Use Planning	22
4.0	IMPLEMENTATION	23

LIST OF FIGURES AND TABLES

		Page
Figure 1	Key Map of the Inside Passage Study Area	2
Figure 2	Planning Process Outline	7
Figure 3	Broad Planning Units for the Northern Section of the Inside Passage	13
Figure 4	Broad Planning Units for the Southern Section of the Inside Passage	14
Table 1	Key Resource Values and Strategic Management Directions	15
Figure 5	Proposed Marine Park Areas	20

INSIDE PASSAGE STRATEGIC PLAN

1.0 BACKGROUND:

1.1 The Study Area:

The Inside Passage planning area[1] as defined for this Strategic Plan covers the protected inland waterway which extends along the British Columbia coast from Cape Caution in the south to Porcher and Smith Islands in the north. The northern boundary stops short of the developed approaches to Prince Rupert Harbour. The area is over 400 kilometers in length and incorporates approximately 250 000 hectares of upland.

Figure 1 is a key map of the area showing the general boundary location.

The planning area incorporates the visible landscape along the main B.C. Ferry route between Port Hardy and Prince Rupert, as well as some key anchorages adjacent to the route. While the communities of Waglisla (Bella Bella), Shearwater, Klemtu, Hartley Bay, and Oona River are within the planning boundaries, the majority of the area is largely undeveloped and uninhabited. The City of Prince Rupert is located just outside the planning area to the north.

The Inside Passage is characterized by a mix of forest and marine environments. The main travel corridor is frequently intersected by other channels and inlets, both large and small. The southern portion of the area contains some open water, coastal lowlands, forested hills and distant mountain ranges. Further north the landscape becomes more mountainous, and the channel becomes narrower and fjord-like. The narrowest point, in Grenville Channel, is only 500 meters wide.

---

1) The term Inside Passage is also generally applied to the protected inland waterway stretching northward from the Seattle-Vancouver area along the B.C. coast into Southeast Alaska; the more restrictive definition used above is for planning purposes only.

INSIDE PASSAGE
STUDY AREA
U.S.A.
Prince Rupert
QUEEN
CHARLOTTE
ISLANDS
Bella Coola
Bella Bella
Cape Caution
Port Hardy
VANCOUVER
ISLAND
Vancouver
U.S.A.
Seattle
N

Figure 1

Most of the upland portion of the planning area is Crown land within Provincial Forests which is managed by the B.C. Forest Service, Ministry of Forests. In specific areas, rights to the timber on this Crown land have been issued in the form of forest harvesting tenures. The foreshore within the planning area is administered by the Ministry of Crown Lands. A variety of foreshore tenures have been issued under the Land Act.

Other areas of note include the recently created Hakai Provincial Recreation Area, managed by B.C. Parks, and more than ten small Indian Reserves. There are also a few scattered parcels of private land.

1.2 Key Issues:

The outstanding natural scenery of the Inside Passage is of primary importance to tourism and recreational use. The area also contains significant timber resources which form part of the long term timber supply for the forest management units in the area. Timber harvesting has been a traditional activity which may impact on recreation resources. Demand for recreation and tourism opportunities may also have an impact on future timber harvests. **The key issue for this Strategic Plan, therefore, is the integration of timber harvesting activities with the management of recreation and tourism uses.**

B.C. Parks has developed plans for an Inside Passage Marine Parks System. The proposed system would serve coastal recreation and tourism by providing a series of protected anchorage parks spaced along the Inside Passage. **Park proposals as part of a marine park system within the Inside Passage is another issue which must be addressed.**

In July, 1985, the Inside Passage was listed as a candidate for study under the Provincial Recreation Corridors Systems Plan. This candidate status requires that a planning study be conducted and that recommendations be developed regarding the suitability for registration as a Recreation Corridor. **The question of corridor registration, therefore, is another important issue for this planning process.**

Recreational traffic is clearly important in the Inside Passage, but it is by no means the only transportation use. The Inside Passage is heavily used by a considerable volume of commercial and industrial traffic. **Planning for the Inside Passage must ensure that recreational and industrial traffic are not in conflict.**

Numerous other important values and uses occur in the Inside Passage. These include: wildlife, fish, heritage, aquaculture, mineral resources, and associated uses. Issues related to these values are generally more site specific and will be addressed within subsequent detailed plans, such as in Local Resource Use Plans.

1.3 Planning Objectives and Process:

The purpose of the Inside Passage planning process is to ensure that resource management decisions and actions recognize public interests and the full range of resource values. An integrated resource planning approach[1)] is being used with the goal of obtaining the best combination of land uses in the area. This approach involves examination of a mosaic of uses, and assignment of management directions based on assessment of resource values and demands.

Management objectives will range from the preservation of natural characteristics in areas with the highest recreational or scenic values, to substantial timber harvesting in areas where this resource is considered to be of greater importance. The scheduling of uses over time and the application of specific operational prescriptions will be essential in meeting integrated management objectives.

The size and complexity of the Inside Passage has led to the application of a multi-phased planning process. The initial step involved an overview assessment of scenic landscapes, recreation and timber resources by the Ministry of Forests, and a recreation features inventory by B.C. Parks. The results were summarized in the June/1986, "Draft Inside Passage Options Report". This report presented some management alternatives which formed a basis for public discussion and for further planning.

Subsequently, planning for the Inside Passage has been divided into two components, Strategic Planning and Local Resource Use Planning.

---

1) Integrated Resource Planning is the process for decision-making which considers all resource values along with social, economic and environmental requirements, and assigns emphasis to management of resources based on their relative merits.

1.3.1 Strategic Planning:

The Inside Passage Strategic Plan is presented in Section 3.0 of this document. It is intended to provide strategic direction for the entire planning area, focusing on the key issues outlined above in Section 1.2.

The Strategic Plan has the following objectives:

1. To ensure continuing tourism and recreation opportunities by identifying and maintaining the most important scenic resources and recreation features.

2. To ensure continuing industrial opportunities, including, but not limited to, timber harvesting and industrial transportation.

3. To assess the concept of a Marine Park System in the Inside Passage in support of a submission to the provincial government regarding marine park proposals.

4. To support decision-making on the Recreation Corridor registration proposal by defining strategic management direction for the Inside Passage.

5. To develop objectives and guidelines for the Local Resource Use Planning process.

To meet objective 4 above, a special submission will be made to government on whether or not the Inside Passage should be registered as a Recreation Corridor. The submission will be prepared following public review and comment on this Draft Strategic Plan.

However, regardless of the outcome of the corridor registration process, acceptance of this Strategic Plan will mean special recognition and management of the Inside Passage. The development of subsequent Local Resource Use Plans for the area also represents a special management initiative.

Preparation of the Strategic Plan is being coordinated by the B.C. Forest Service in conjunction with other agencies. Final approval rests with the Environment and Land Use Committee of Cabinet.

1.3.2 Local Resource Use Planning:

The special nature of the Inside Passage requires that further detailed planning take place in the form of Local Resource Use Plans (LRUPs). One LRUP will be done by each of the North Coast and Mid-Coast Forest Districts. These offices are responsible for management of the north and south sections of the Inside Passage study area, respectively. Each LRUP will be guided by the results of the Strategic Plan, and will outline more site specific direction for the integration of recreation, tourism and timber resources. The LRUPs will also deal with those resource values not directly examined by the Strategic Plan. These plans will be jointly approved by B.C. Forest Service District and Regional Managers following consultation with other agencies and the public.

The data collection stage for the LRUPs is currently underway and many interested agencies, groups and individuals have been contacted for their initial comments and impressions. The remainder of the LRUP planning process will be undertaken following completion of the Strategic Planning phase.

1.3.3 Public and Interagency Involvement:

The Inside Passage planning process involves ongoing dialogue with resource agencies, user groups and the public. Numerous discussions have been held with the Outdoor Recreation Council of British Columbia (ORC) and its member groups, and with forest tenure holders in the study area. The ORC has also been involved as a co-sponsor of the Recreation Corridors Program.

This draft Strategic Plan has been released for public review and comment. The final plan will be prepared based on the comments received and on discussions with government agencies, forest tenure holders, and other groups or individuals who are directly affected.

Figure 2 presents a summary of the planning process and opportunities for public review.

Figure 2

Planning Process Outline

Planning Stages	Public Involvement	Status as of Mar. 1, 1989
Visual landscape assessment by the B.C. Forest Service.	Made available for public review.	Completed Nov/84
Recreation features inventory by B.C. Parks.		Completed 1985
Draft Inside Passage Options Report.	Wide public review and subsequent consultation with Outdoor Recreation Council and forest industry licensees.	Completed June/86
Development of draft Strategic Plan for the Inside Passage.	Public review of draft Strategic Plan and discussion with agencies, forest industry, O.R.C. and other interested parties.	Sept. 30/89
Finalize Strategic Plan and develop Recreation Corridor recommendations based on comments received.	Clarify how concerns have been addressed with specific interested parties.	Oct. 30/89 Estimated
Approval of final Strategic Plan by Environment and Land Use Committee.		Nov./89 Estimated
Submission of Marine Park designation requests by B.C. Parks.		Following Strat. Plan approval

Figure 2 (cont'd.)

Planning Stages	Public Involvement	Status as of Mar. 1, 1989
Detailed information gathering in support of the Local Resource Use Plans (LRUPs).	Extensive consultations with a wide variety of users.	Continuing
Preparation of draft LRUPs consistent with information compiled, the approved Strategic Plan and public advice received.	General public review.	Following Strategic Plan approval
Finalize LRUPs based on agency and public review.	Publish final LRUP document.	
Five Year Development Plans by forest industry prior to harvesting.	General public review.	On-going
Periodic reviews of Strategic Plan. Annual updating of LRUPs.	Continuing involvement of affected industries, groups and individuals. General public review of annual updating of LRUPs.	On-going

2.0 RESOURCE VALUES:

2.1 Recreation and Tourism:

Recreation and tourism are closely related and important resource values throughout the Inside Passage. British Columbia's main tourist attractions and marketing theme, "Super Natural British Columbia," are based in large measure upon natural scenic attributes. In the Inside Passage, scenic landscapes are the primary attractions for recreation and tourism.

Marine recreation is a popular and growing activity. The British Columbia coast is a world class marine recreation area which offers:

- a rich diversity of marine environments such as island complexes and fjords;
- coastal scenery comparable to any in the world;
- a great variety and abundance of marine wildlife; and
- a world-renowned native cultural heritage, with many tangible examples such as pictographs, stone fish traps, cedar longhouses and carved poles still in place.

As a marine area, the Inside Passage is characterized by numerous intersecting channels. Although cruise ships and ferries generally follow a defined route, recreational use is not confined to this single corridor. Recreational travelers frequently use channels and features which are away from the main route.

Within the Inside Passage recreational use is presently limited by lack of knowledge about the area and a poorly developed servicing infrastructure. Present use is random, concentrating in safe, scenic anchorages, which are strategically located at intervals of about one day's travel (ca. 30km). The existing settlements of Namu, Waglisla, Klemtu, Butedale and Hartley Bay offer the only points where limited services are available.

Coastal tourism is an important and growing industry in British Columbia. In recent years, large cruise ships have carried approximately 300,000 passengers annually along the Inside Passage. Although cruise ships form a significant component of the marine traffic in the main passage, the contact with the environment is restricted to passengers' perceptions of the passing scenery.

Future growth is expected in the adventure and economy cruise sectors with expansion into small boat oriented activities such as charter yachts, pocket cruises, fishing excursions, wildlife viewing and cultural heritage attractions. Private boat visitations are also increasing. The scenic integrity of the Inside Passage is an important element for achieving this future growth.

The attraction of newly established coastal parks or recreation areas such as Hakai and Fjordland, coupled with support and encouragement for greater development of servicing facilities and staging ports of call along the Inside Passage, will greatly enhance growing tourism and recreational use. Attraction to the area could be further enhanced by an aggressive tourism marketing campaign with themes broadened to include infrastructure as well as natural resources. The success of "Super Natural B.C.", however, ensures that natural attributes will always play a dominant role.

2.2 Timber:

Total timber land within the planning area occupies approximately 25 000 hectares of accessible forest land containing about 12 million cubic meters of harvestable timber.[1)] This represents approximately 10% of the upland region within the study area. While valuable timber resources are found throughout the Inside Passage, there are few large concentrations of quality timber. Numerous small patches of operable timber are scattered throughout the area and these are important in meeting the demand of local small contractors and small business operators.

---

1) These are average figures which will vary depending on current market values and the harvesting technology which is applied.

The timber resources are managed within four administrative units, two Timber Supply Areas (TSAs) and two Tree Farm Licenses (TFLs). Historic logging in the area dates back to about 1910 and approved harvesting plans exist in a number of locations.

Timber resources along the Inside Passage are accessed from the water and subsequently transported by water to mills in either Vancouver or Prince Rupert for processing. Movement of industrial equipment and supplies is by water as well. Timber harvesting in the Inside Passage, therefore, requires that accessible anchorages, log dumps and booming grounds continue to be available in strategic locations

2.3 Fisheries:

Important salmonid and other fisheries values are found throughout the Inside Passage. Spawning streams remain a primary consideration and will be addressed on a site specific basis using the new Coastal Fish-Forestry Guidelines. Recreational fishing is a very important use in some localized areas.

Commercial fishermen use the Inside Passage both for fishing and as a major transit route. Fishing has traditionally been a very important aspect of the local economy. This remains the case in many of the channels and offshore, but the catch is now processed in either Vancouver or Prince Rupert. None of the once numerous canneries is in operation, although Namu and Waglisla/Shearwater still supply support services.

2.4 Wildlife:

A great variety of terrestrial and marine wildlife species live in the area. Wildlife viewing opportunities, as a result, contribute to the value of recreational experiences and tourism.

2.5 Heritage Resources:

Significant cultural heritage resources are found in the Inside Passage, primarily associated with native culture. As with wildlife, heritage resources add to tourism and to the recreational experience for visitors to the area.

2.6 Aquaculture and Other Commercial Foreshore Developments:

Some ongoing commercial foreshore development can be expected, particularly with the growing interest in the aquaculture industry. Increased demand for foreshore leases is anticipated from commercial recreation operators as well. Logging operations will continue to require log dumps and log storage areas.

Foreshore developments are administered by the Ministry of Crown Lands. Forest Service District Offices will be working closely with Crown Lands in reviewing future foreshore development proposals and during the preparation of Local Resource Use Plans.

2.7 Industrial Transportation:

The Inside Passage has been and will continue to be an important "highway" for marine industrial transportation. This traffic requires an unobstructed waterway and access to sheltered anchorages in severe weather or other emergencies. Management plans for other resources must recognize these priority requirements.

2.8 Minerals:

A few potential mining areas are found in the Inside Passage, but the area is largely unexplored and therefore not well documented. Some petroleum exploration has taken place and this can be expected to continue, although not intensively.

Exploration is currently taking place in some parts of the planning area.

3.0 THE STRATEGIC PLAN:

This section includes the proposed "strategic management directions" for the Inside Passage. These are broad statements of management intent which will be refined into specific prescriptions during the development of the detailed LRUPs.

It is the objective of this plan to retain as many options as possible for the future use of the Inside Passage. There is a general consensus that the values and attributes of the Inside Passage will become much more important and focused during the next decade.

The directions stated here are the conclusions reached after analysis of information which is currently available from government agencies, licensed resource users, interest groups and individuals familiar with the Inside Passage.

During the process, the area was subdivided into twelve (12) planning units to aid in compiling information in such a large planning area, and to focus management directions on specific or unique land areas. Unit boundaries were drawn on the basis of similarities in resource values, present use and possible future uses. Table 1 provides a listing of Key Resource Values and Strategic Management Directions for each of the twelve units. Figures 3 and 4 show the approximate locations of management unit boundaries. Statements of management intent are indicated by unit wherever possible.

The Strategic Plan will be formally reviewed every five years with the lead role being the responsibility of the B.C. Forest Service. Should it become necessary to consider changes in the interim, reviews will be conducted involving the appropriate agencies and affected parties. Any substantial changes to the management intent of the Strategic Plan will require the approval of the Environment and Land Use Committee of Cabinet.

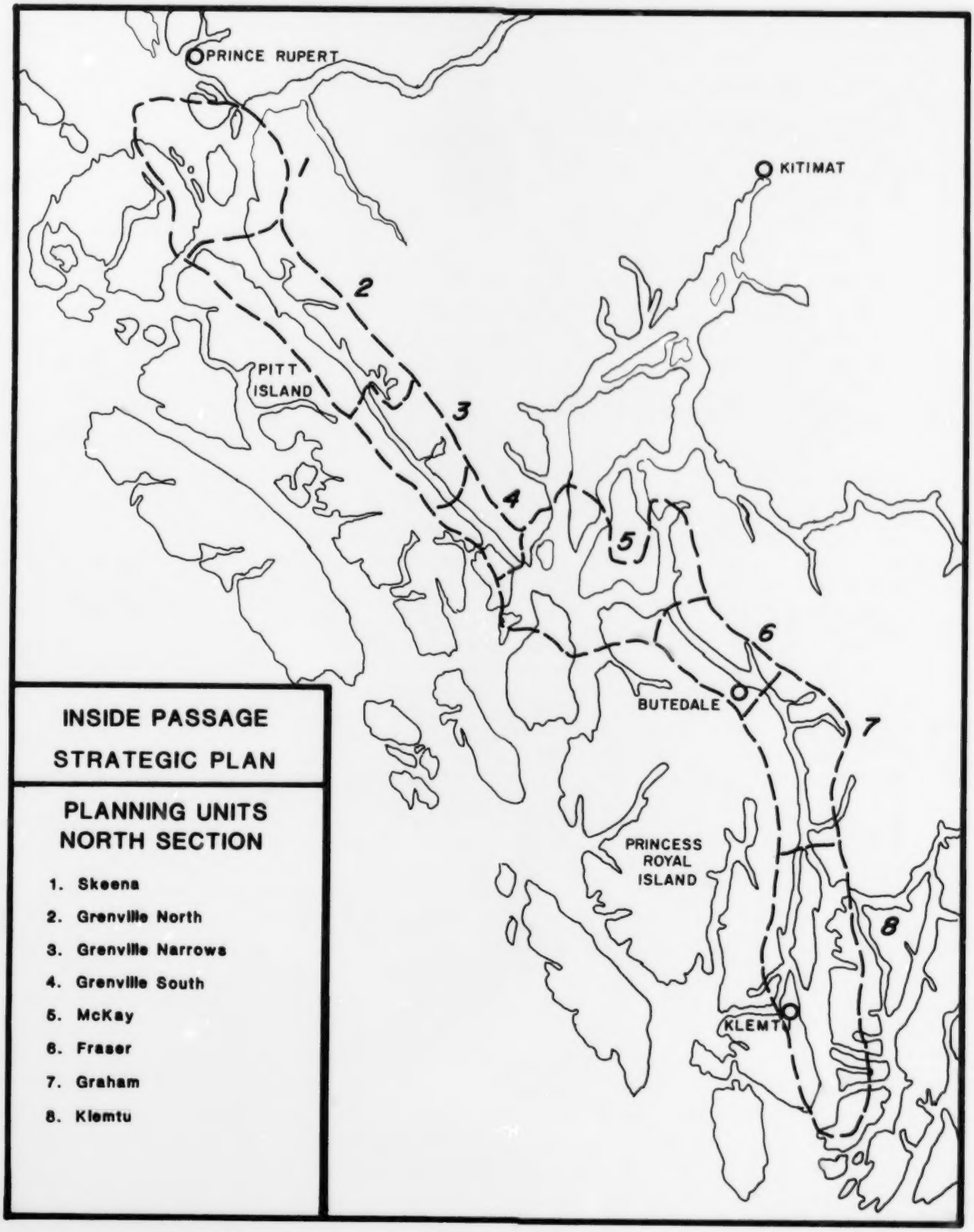
PRINCE RUPERT
KITIMAT
PITT ISLAND
BUTEDALE
PRINCESS ROYAL ISLAND
KLEMTU
2
3
4
5
6
7
8
INSIDE PASSAGE
STRATEGIC PLAN
PLANNING UNITS
NORTH SECTION
1. Skeena
2. Grenville North
3. Grenville Narrows
4. Grenville South
5. McKay
6. Fraser
7. Graham
8. Klemtu

Figure 3

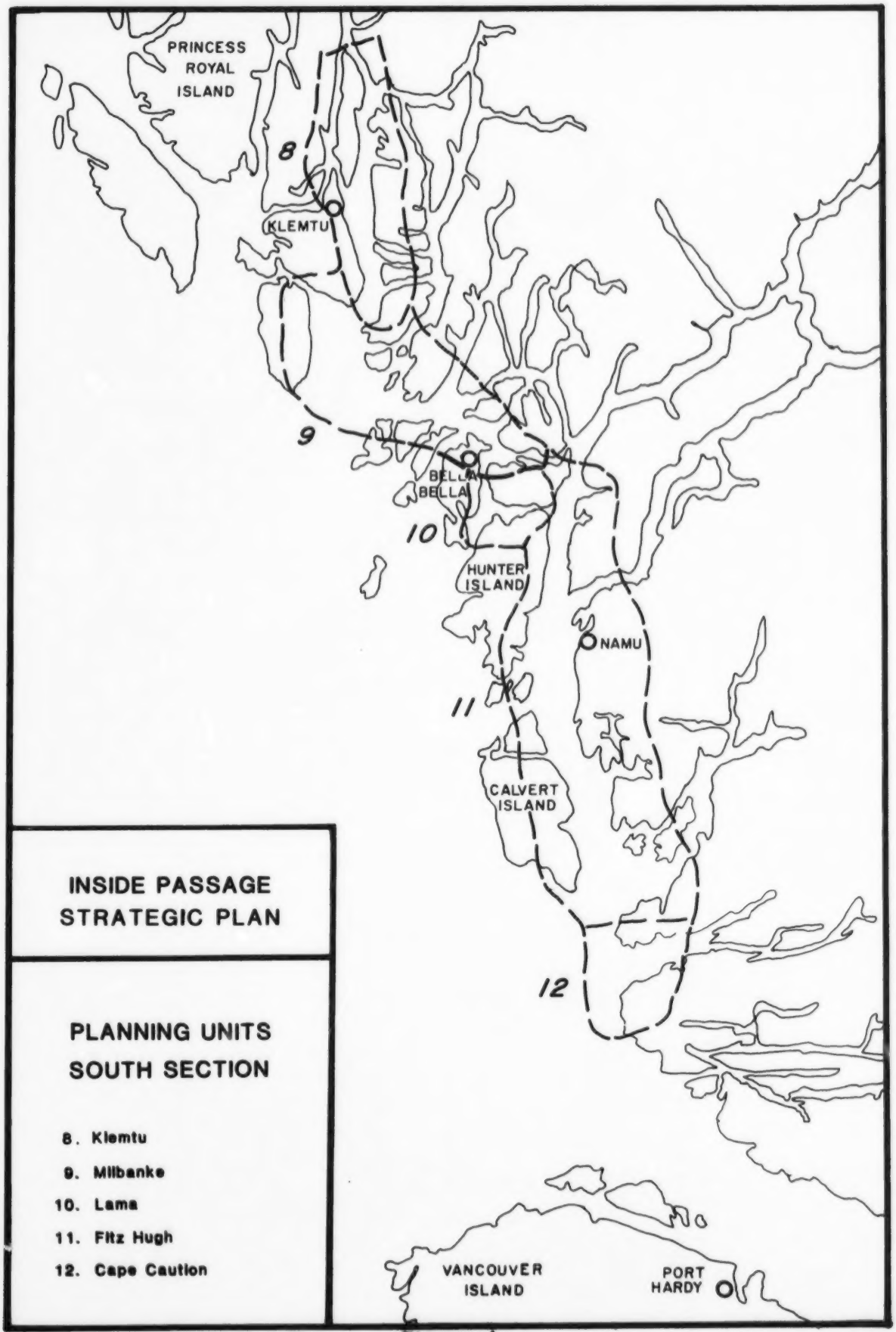
PRINCESS ROYAL ISLAND
8
KLEMTU
9
BELLA BELLA
10
HUNTER ISLAND
NAMU
11
CALVERT ISLAND
12
VANCOUVER ISLAND
PORT HARDY
INSIDE PASSAGE STRATEGIC PLAN
PLANNING UNITS SOUTH SECTION
8. Klemtu
9. Milbanke
10. Lama
11. Fitz Hugh
12. Cape Caution

Figure 4

TABLE 1

	KEY RESOURCE VALUES			STRATEGIC MANAGEMENT DIRECTIONS		
UNIT	TIMBER	LANDSCAPE	RECREATION FEATURES	CURRENT CONDITION	WITHIN 5 YEARS	BEYOND 5 YEARS
1. Skeena	Extensive high value areas, substantial historic and recent logging.	Moderate value, moderate to low sensitivity, some high sensitivity foreground.	High use due to proximity to Prince Rupert, extensive sport fishing, several moderate value anchorages.	Substantial modification with some remaining natural areas.	No further visually apparent logging.	Logging planned to occur at some point subject to prescriptions defined in LRUP.
2. Grenville North	High value areas limited to a few locations, some recent logging.	Moderate to high value and sensitivity.	Park proposal in Klewnuggit Inlet, other anchorages in adjacent inlets.	Largely natural appearing, some localized modification.	Some further visually apparent logging proposed. Submit Klewnuggit Park proposal to Government.	Review direction in next plan update to determine the extent to which logging will continue.
3. Grenville Narrows	Extensive high value areas, very limited recent hand logging.	Very high value and sensitivity, narrow channel is a unique feature.	Park proposal in Lowe Inlet, very narrow channel attracts interest.	Natural appearing.	Retain natural appearance. Submit Lowe Inlet Park proposal to Government.	Retain natural appearance.
4. Grenville South	Considerable high value timber on east shore, some recent hand logging.	Moderate to high value and sensitivity.	Park proposal in Union Passage	Natural appearing.	No visually apparent logging. Submit Union Park proposal to Government.	Logging planned to occur at some point subject to prescriptions defined in LRUP.
5. McKay	Extensive high value areas, substantial recent and some historic logging.	Moderate to high value and sensitivity.	Hotsprings in Goat Harbour & Bishop Bay, Home Bay anchorage, Douglas Channel joins Inside Passage.	Recent logging has led to extensive modification.	Further visually apparent logging is proposed. Potential for development of hot spring site at Goat Harbour.	Review direction in next plan update to determine the extent to which logging will continue.

TABLE 1 (cont'd.)

UNIT	KEY RESOURCE VALUES: TIMBER	KEY RESOURCE VALUES: LANDSCAPE	KEY RESOURCE VALUES: RECREATION FEATURES	STRATEGIC MANAGEMENT DIRECTIONS: CURRENT CONDITION	STRATEGIC MANAGEMENT DIRECTIONS: WITHIN 5 YEARS	STRATEGIC MANAGEMENT DIRECTIONS: BEYOND 5 YEARS
6. Fraser	Extensive high value areas, Substantial historic and some recent logging.	High value and sensitivity, Butedale is a visual focal point.	Butedale is a scenic and historic feature, Hotsprings in Klekane Inlet.	Extensive historic and minor recent logging, regrowth has softened impact of older logging.	No further visually apparent logging.	Logging planned to occur at some point subject to directions defined in future Strategic Plan updates. High scenic quality around Butedale will be retained. Potential for Klekane recreation site development.
7. Graham	Some high value areas, considerable historic logging in northern portion of unit.	High value and sensitivity.	Park proposal in Horsefly Cove, (Green Inlet); other anchorages in adjacent inlets.	Extensive historic and minor recent logging, regrowth has softened impact of older logging.	No further visually apparent logging. Submit Green Inlet park proposal to Government.	Logging planned to occur at some point subject to directions defined in future Strategic Plan updates.
8. Klemtu	Scattered valuable stands, minor historic logging.	Moderate to high values and sensitivity. Boat Bluff lighthouse is a scenic feature.	Park proposal in Jackson Passage, other anchorages in adjacent inlets.	Mainly natural appearing minor historic logging.	A-frame or hand logging proposed in background areas. Submit Jackson Passage Park proposal to government.	Logging planned to occur at some point subject to prescriptions defined in LRUP.
9. Milbanke	Scattered valuable stands, some recent logging.	Low to moderate values and sensitivity, Bella Bella is prominent feature.	Higher use due to proximity to Bella Bella, Park proposal in Oliver Cove.	Some recent logging, modification in some areas.	Limited visually apparent logging proposed. Submit Oliver Cove Park proposal to government.	Limited ongoing logging proposed.
10. Lama	Scattered valuable stands.	Moderate to high value and sensitivity. Important as the first narrow channel on a northward trip.	Important transit route to Hakai Rec. Area, Fancy Cove anchorage.	Natural appearing.	Retain natural appearance.	Retain natural appearance. Assess potential for recreation site development.

TABLE 1 (cont'd.)

	KEY RESOURCE VALUES			STRATEGIC MANAGEMENT DIRECTIONS		
UNIT	TIMBER	LANDSCAPE	RECREATION FEATURES	CURRENT CONDITION	WITHIN 5 YEARS	BEYOND 5 YEARS
11. Fitz Hugh	High value stands in some areas.	Low to moderate value and sensitivity.	Hakai Rec. Area dominates west shore, park proposals in Codville Lagoon and Penrose Island.	Natural appearing.	Limited visually apparent logging proposed. Submit Codville Lagoon and Penrose Island Park proposals to government.	Limited ongoing logging proposed. Hakai Rec. Area will preserve west shore.
12. Cape Caution	Timber values are negligible.	Low value and sensitivity.	Use is limited by exposure to the open Pacific, Anchorages in Millbrook Cove and Takush Harbour (Fly Basin).	Natural appearing.	Retain natural appearance. Submit Takush Harbour park proposal to government.	Natural appearance will be retained. Limited logging using appropriate techniques may occur but not currently economically feasible. Assess potential for recreation site development.

Given the growing significance of recreation and tourism, traditional resource uses, such as timber harvesting, are being managed with greater sensitivity to the land and resource needs of these users.

Only a small proportion of the land area will be required for tourism facility development. This will take the form of scenic, sheltered anchorages designated as Marine Parks. These occupy only 1.4 percent of the area of the Inside Passage. Impacts on the forestry sector can be expected due to increased pressures to modify operating procedures, timing, methods of harvest and configuration of cutblocks. Timber harvesting will continue to be a legitimate activity and short-term alterations to the visual landscape will continue in specified areas in a planned fashion.

Timber harvesting opportunities along the Inside Passage are scattered. Less than 10% of the visible landscape supports economically harvestable timber and only a portion of this would be affected by harvesting at any one time. However, in the highly visually sensitive areas, even the most carefully planned harvesting would impact the local landscape characteristics.

Harvest scheduling and landscape design techniques will be used throughout the Inside Passage to plan and control the distribution and scale of visual impacts associated with timber harvesting. For example, small scale or selective logging operations, such as hand logging and helicopter logging, have been successful in limiting visual impacts. The LRUPs will specify Visual Quality Objectives[1)] for all timber harvesting operations within each of the twelve management units.

Prior to approvals being given by the Forest Service, all Tree Farm License (TFL) and Forest License agreements will have the requirement to request public comment on their five year development plans on an annual basis. These plans will be monitored by the B.C. Forest Service to ensure compliance during implementation and with the terms of the LRUP. Forest industry development plans and cutting permit applications must be consistent with the management directions of this strategic plan and with subsequent, more detailed plans. The intent of the strategic plan will also become an integral part of the objectives of the Resource Management Plans for the Timber Supply Areas and Management and Working Plans for the the area.

The Small Business Forest Enterprise Program, which is managed by the Forest Service, will be subject to the same planning and approval guidelines as the major forest tenures.

---

1) An acceptable level of landscape alteration based on physical and sociological characteristics of an area. (Forest Landscape Handbook, Ministry of Forests, 1981).

3.1 Marine Park System Proposal:

This draft Strategic Plan endorses the concept of a Marine Park System for the B.C. coastal area. The objective is to establish a series of provincial marine parks along the Inside Passage which, in conjunction with existing settlements, will provide designated stopping points approximately one day's travel apart. The selected sites provide protection from variable wind and wave conditions, have suitable anchorage for small boats and possess inherent natural features. Additionally, they have been chosen to avoid conflicts with commercial marine traffic such as barges, booms and fish boats, which also require suitable safe anchorages. The chosen sites are based on a complete inventory of the more than 70 possible anchorages along the Inside Passage. All proposed parks and many of the other sites have been field checked.

There are nine proposed marine parks along the Inside Passage totalling approximately 6000 ha, of which about 3400 ha are land (i.e. 1.4% of the Inside Passage corridor).

The nine park proposals have been reviewed by provincial and federal agencies.

Figure 6 shows the approximate locations of the proposed parks.

1. Takush Harbour (Fly Basin) - On the south shore of Smith Sound, this is the closest protection to Cape Caution. The outer basin is used by the commercial fishing fleet but is not included in this proposal. There is a trail to Ahclakerho Channel (approximately 300 ha, of which 150 ha are land).

2. Penrose Island - At the northern entrance to Rivers Inlet. The proposal includes a complex of islets, lagoons and clam shell beaches along the southwest shore and two completely sheltered anchorages on the east shore. (Approximately 1900 ha, of which 900 ha are land.)

3. Codville Lagoon - This is a proposed expansion to Sagar Lake Park which is noted for its fine red sand beach. The lagoon is protected by a narrow entrance off Fisher Channel. (Approximately 580 ha, of which 200 ha are land.)

4. Oliver Cove - A small anchorage northwest of Waglisla on the sheltered inside route used by small boats. It is also on the southern access route to Fjordland Recreation Area. (Approximately 75 ha, of which 50 ha are land.)

5. Jackson Narrows - A small bay at the east end is strategically located for small boats traveling the narrow, sheltered channel of the inside route and for boats enroute to Fjordland Recreation Area. Within TFL 25. (Approximately 75 ha, of which 50 ha are land.)

6. Green Inlet - Horsefly Cove is just off the Inside Passage near the entrance to this Inlet. There is good fishing in the Inlet and in Green Lagoon. Within TFL 25. (Approximately 72 ha, of which 40 ha are land.)

7. Union Pass - A narrow entrance off Grenville Channel opens into a sheltered inlet which also provides a protected route to the outer coast. The bare hills on the east side provide opportunities for hiking and views of the Inside Passage. (Approximately 1075 ha, of which 700 ha are land.)

8. Lowe Inlet - A popular anchorage at the south end of Grenville Narrows. At the head of the Inlet, Verney Falls drains a series of large lakes which are noted for sand beaches and good fishing. Remains of an old cannery. The proposal excludes the Indian Reserve as well as L. 2 which is privately owned and scheduled for logging. (Approximately 700 ha, of which 500 ha are land.)

9. Klewnuggit Inlet-(East Inlet)	A scenic area at the north end of Grenville Narrows characterized by four radiating arms, one of which contains Brodie and Freda Lakes. The proposal includes only East Inlet and the two lakes. (Approximately 1340 ha, of which 840 ha are land.)

Facilities and development in these parks would be minimal. The primary purpose is to secure undisturbed scenic anchorages which will cater to existing small boat traffic and also encourage more marine tourism along B.C.'s north coast. In general, these parks will serve self-contained boats.

Following approval of the Strategic Plan, designation of the marine parks will be requested. In the interim, no timber harvesting or new commitments will occur in any of these areas.

Other anchorages may be considered as forest recreation sites. Most bays and channels will, however, remain undesignated and will continue to be used by commercial and recreational traffic.

PRINCE RUPERT
KITIMAT
Ocoa River
East Inlet
Lowe Inlet
Hartley Bay
Union Passage
Butedale
Horsefly Cove
Fiordland
Jackson Narrows
Klemtu
Oliver Cove
Wagilsla
Shearwater
Codville Lagoon
Hakai
Namu
Dawson's Landing
Penrose Is.
Takush Harbour (Fly Basin)
Queen Charlotte Sound
N
INSIDE PASSAGE STRATEGIC PLAN
PROPOSED MARINE PARKS
LEGEND
Settlement
Proposed Marine Parks
Established Recreation Area

Figure 5

3.2 Recreation Corridor Proposal:

The concept of a recreation corridor registration for the Inside Passage has been thoroughly reviewed and discussed over the past two years, particularly during the development of the Strategic Plan.

It has been suggested by recreational interests that the high value scenic landscapes and coastal recreation resources make the Inside Passage a candidate for recreation corridor status. On the other hand, it has been argued by industrial interests that the historic forestry, fishing and commercial transportation uses must continue and that a recreation corridor is, therefore, inappropriate. Recreational interests fear the loss of high value areas to indiscriminate commercial development and that a recreation corridor status is one way to protect those values for the future. Non-recreational interests feel that recreation corridor status would create a situation where traditional uses would be affected through unnecessary restrictions on current and continuing activities.

Both sides in the debate concur that the most important outcome must be development of realistic plans which meet a wide variety of demands and lead to continued cooperative problem solving where uses conflict. Further, there is agreement that the Inside Passage is a special resource which must be carefully managed in accordance with a specific plan, regardless of whether or not recreation corridor registration occurs. The question of recreation corridor registration is considered to be secondary to the need for comprehensive planning and management.

As a result of feedback on the draft Strategic Plan from other agencies, resource users and the public, the B.C. Forest Service, in conjunction with B.C. Parks, will develop a recommendation for government on whether or not recreation corridor registration is appropriate. This recommendation will be discussed with licensed resource users and the Outdoor Recreation Council prior to submission. Specific questions and comments regarding recreation corridor status should be directed to the B.C. Forest Service, as part of the current review of this draft Strategic Plan.

3.3 Local Resource Use Planning:

Following completion of this Strategic Plan, the B.C. Forest Service in Bella Coola and Prince Rupert will develop a Local Resource Use Plan for each of the two forest districts within the Inside Passage planning area.

Within the framework of the strategic plan, the LRUP process will define specific management prescriptions for integrating recreation and timber resources within each of the twelve management units.

The LRUPs will be developed based on the approved Strategic Plan and be linked to it by the following general objectives:

1. Important scenic values must be recognized and protected. The forest industry must share in this responsibility by incorporating such recognition and protection into management and working plans and five year development plans for Tree Farm Licenses and Forest Licenses.

2. Specific operational timber harvesting guidelines will be developed for each management unit for use by the Forest Service and the forest industry when preparing timber development plans.

3. Visual Quality Objectives (VQO's) will be prescribed for proposed operations within each management unit.

4. The LRUPs must identify specific measures to manage and protect significant recreational features.

5. The LRUPs must ensure that sufficient recognition and management of resource values other than timber and recreation are integrated into specific guidelines for each unit. These other values include commercial and sport fisheries, marine and terrestrial wildlife, the aquaculture industry, cultural and heritage resources and mineral resources.

4.0 IMPLEMENTATION:

Planning for the Inside Passage is intended to integrate commercial and industrial developments with recreational and tourism use so that future potentials are not compromised.

This Strategic Plan provides broad forest and recreation management direction for the Inside Passage. The draft plan was prepared by provincial government agencies in consultation with resource users and the public. Following public review, (and revision as necessary), the final plan will be approved by the Environment and Land Use Committee (ELUC) of Cabinet. All developments which fall under provincial jurisdiction will be expected to adhere to the guidelines in the approved Strategic Plan.

Most of the land along the Inside Passage is in Provincial Forests administered by the B.C. Forest Service. Timber management has been the dominant land use and will continue to be important. For this reason the Forest Service has played a lead agency role in the planning project and will continue this role during the implementation where strategic directions refer to forestry activities.

Following the approval of the Strategic Plan, the Forest Service will continue to play the lead role in the preparation of Local Resource Use Plans (LRUPs). One plan will be done in each of the two forest districts and will provide the specific forest management prescriptions required to implement the strategic directions. The LRUPs will in turn guide the preparation of Five Year Development Plans and Cutting Authority plans through which "on the ground" timber harvesting operations will occur.

Resource Management Plans for Timber Supply Areas and forest industry Management and Working Plans for the Inside Passage area will be revised to reflect the content of the approved Strategic Plan and LRUPs.

Forest legislation for British Columbia requires that a Pre-Harvest Silviculture Prescription (PHSP) be prepared and approved before logging is permitted. The PHSP must also be consistent with integrated resource management plans and must outline actions to be taken to accommodate resources other than timber. For the Inside Passage, this means that logging proponents must demonstrate that harvesting plans are consistent with the Strategic Plan and LRUP before logging will be permitted. The PHSP must outline a plan for establishing an acceptable crop of trees following logging.

PHSPs also have a public involvement requirement. A notice of a PHSP must be published in the Gazette and in at least one local newspaper with at least six weeks allowed for public comment. When the PHSP is submitted to the B.C. Forest Service for approval, copies of all comments received must be attached along with a statement of any actions to be taken with respect to the comments.

If logging activity does not adhere to approved cutting plans, Forest Act penalty clauses will be applied. These can include the suspension of operations and the assessment of trespass charges. If a forest company fails to live up to commitments made in a PHSP, the Forest Service must perform the necessary work and charge the company for its completion.

An annual update will be prepared to monitor the implementation of the Inside Passage plans. Forest companies are required to submit annual reports of their commitments and accomplishments under PHSPs. An annual Five Year Development Plan update outlining logging proposals over the next five years is also required. The Forest Service will prepare a brief summary of this information including information for the Small Business Forest Enterprise Program. Recreation developments and proposals will also be summarized. Other agencies with jurisdiction over activities in the Inside Passage will be asked to provide annual summaries of developments and proposals. The annual update will be made available for public review.

Both the Strategic Plan and LRUP will require formal periodic review. Revision may also become necessary if new information becomes available. An opportunity for public review will be included in any formal review or revision process.

The nine marine parks will be requested through existing Order-in-Council procedures following approval of this Strategic Plan. As they are designed with self-contained boats in mind, developments will be limited to mooring buoys in a few locations and to some minor trail work, for example, to connect Codville Lagoon to Sagar Lake and to provide access from Union Pass to the hills overlooking Grenville Channel. Advertising of the parks will occur via park maps and marine charts.

Reconnaissance and planning for Marine parks outside of the Inside Passage will continue. Systems of marine parks are envisioned for Burke and Dean Channels, the Waglisla area, Douglas Channel and the vicinity of Prince Rupert. The Inside Passage provides the connecting link amongst these various areas. To the south of Cape Caution, similar work is under way in Johnstone and Queen Charlotte Straits.